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Good Government Problems.

LIVE QUESTIONS.

A Series of Articles Contributed by Advanced Thinkers.

TRUSTS AND MONOPOLIES.

We have seen that trusts and monopolies are rapidly increasing in number as well as in power; that they are good potentially, but bad practically; that, excluding agriculture, they control about three-fourths of all capital engaged in productive industry; that they export yearly about \$1,000,000,000 from our people and that they are largely responsible for our 5,000 millionaires and our 500,000 tramps, the majority of whom are willing to do honest work.

Higher prices, restricted production, less work and lower wages are great evils, but perhaps the worst evils of trusts are public corruption and unequal and unjust distribution of products. To obtain, maintain and strengthen monopolies bribes are given directly or indirectly by the officers of trusts and taken by senators, congressmen and state and municipal legislators. Shrewd and unscrupulous men gravitate to the head of corporations and trusts because they are willing to lobby to obtain advantages for their honest competitors. Men buy votes that they may have a vote to sell. Political speculators abound wherever valuable franchises and special privileges are to be secured.



STYRON W. HOLM.

cial privileges are "bought away" to the corporation that knows best how to grease legislative machinery. While monopoly profits and prices are possible politicians will be corrupt.

Neither the Australian ballot system, proportional representation, the initiative and referendum nor any other method of voting or legislating will make politics pure while present monopoly conditions exist. Even when we succeed in making laws that pinch or threaten to pinch trusts they are defied and broken. Our last session is grossly defective because many trusts made false returns or, like the Sugar trust, openly defied all census laws and made no returns whatever. Our most dangerous anarchists are our monopolies.

Because of monopoly profits and low wages our laborers are unable to buy back as consumers anything like the whole of what they produce, therefore both the labor market and the goods market are constantly congested. When this congestion is at its worst, we have panics. You can get rid of one only by getting rid of the other.

Before discussing the evils of trusts we will notice that the evils of trusts grow out of monopolies and that monopolies rest upon three kinds of laws:

1. Patents, copyrights, franchise grants, etc.
2. Tariff and other trade restricting legislation.
3. Legislation permitting private ownership of the opportunities to production.

Most of the present tried or proposed remedies for trusts consist of federal and state antitrust laws and interstate commerce acts. In spite of the fact that hundreds of trusts are openly and constantly defying these laws and that no trust of importance has lost its grip or changed anything except its location or form because of any decision of any court, the people still seem to think that a government fiat, if made strong enough, could kill all trusts. It would be a pity to destroy them outright and to lose their power for good, and it is well that we cannot do so. They are a development of modern industry and they are here to stay.

Many of our eminent lawyers and judges expect no beneficial results from antitrust legislation. Some think it both unconstitutional and harmful because it is governmental interference with the right of private contract and business. It is favored by politicians because it serves to still for a time the clamor of the plundered people.

We cannot hope to get rid of the evils of trusts until we somehow change radically that legislation which makes such a fertile soil for the roots of monopoly. Savages have no trouble with trusts; neither would anarchists if they could realize their ideal and abolish all law. But the most of us are unwilling to become either savages or anarchists to get rid of the evils of trusts, great as they are. Socialists offer us a heroic remedy. They propose to gobble up all trusts, state and corporate, plunder the goods of the government trust or monopoly. As we would all be stockholders in this great grab, as well as consumers of its products, we would not mind being robbed, for we would then get our share of the plunder. Socialists and nationalists therefore hail with delight the formation of every great trust. They think it hastens the day of governmental ownership of all capital and land. Socialism is a possible remedy, for it proposes to go to the root of the evil. It sees no other way of securing even an approximation

to a just distribution of products, and it believes that human nature would stand the strain of "from each according to his ability, to each according to his needs." Moved in might be socialists if we did not believe that the most of us would be shirkers under favorable circumstances, and if we did not see a better solution of the problem.

Our patent legislation, as well as our system of internal taxation, fosters trusts and adds greatly to their evils. They, with all kinds of indirect taxes, must be abolished before we can stop plundering on a magnificent scale. Our Sugar, Steel, Rail, Steel Billet, Nail and Window Glass trusts are samples of those that are almost entirely tariff trusts. They might exist were there no tariff, but it would be only because they can produce more economically than can small producers. They could no longer make exorbitant monopoly profits.

What are termed "natural monopolies" can best be dealt with either by government ownership or control or by taxing them to death. Municipal ownership of gas, water and electric light plants has everywhere demonstrated its superiority to private ownership. It should be greatly extended and should include docks and perhaps also grain elevators and telephones. Railroads, like rivers, canals and public highways, are natural monopolies and should be owned and operated or owned and leased for short periods by federal, state and municipal governments. There is no other way of keeping monopoly profits from going into private pockets or of giving the public the full benefit of our railroads and highways. Discriminating rates to preferred or favored shippers will cease only when private ownership ceases.

Discriminating rates, it should be noted, are responsible for some of our greatest trusts. But for them the Standard Oil and Coal trusts might never have been born. Under government ownership all shippers would be treated alike, and the millions of dollars that have been returned as drawbacks to favored shippers are today, in violation of federal law, being returned to the Sugar, Beef, Oil and Iron Ore trusts, would be saved to non-trust shippers. Practically all of the unearned and undeserved profits of the Beef and Standard Oil trusts have come from this source.

The fear of a governmental or official monopoly is a bugaboo kept before the people by those who are giving \$1,000 bribes to legislators with one hand and are pocketing \$1,000,000 monopoly profits largely shopped off with the other hand. There is more political corruption where such natural monopolies as gas and water, steam and street railways, are in private hands than where they are under public control. The armies of postmasters and public school teachers are not as great a menace to good government as the officers of railroads who are paid by the state and hold titles to public grants and franchises and who are constantly making and unmaking officials, making favorable and disfavorable legislative legislation.

Telegraphs and telephones are more or less natural monopolies and should perhaps be entirely or partly owned and operated by government. There is no justification for a public telegraph and telephone system today than there was for a public postal system 100 years ago or there is.

There remains but one great class of trusts—those owning mines of coal, oil, ore, borax, etc. Undoubtedly the best way to loosen the grip of these trusts is by taxation, either in the form of royalties or in the form of land value taxes. If Pennsylvania would increase taxes on her coal and oil lands and the full rental value of every acre of these valuable lands was taken in taxation, what would happen? No corporation or league of corporations could afford to pay these taxes and hold mines idle to restrict production. The Reading railroad combine, which now owns practically all of the anthracite coal lands of this country and has them mortgaged for several hundred millions of dollars, would be compelled at once to sell or give away all of the mines that it owned or to pay the taxes. Hundreds of small corporations and mining companies would at once form; competition, stopped in the early twenties, would again appear; twice as much coal would be mined; there would be a great demand for miners; wages would rise as high or higher than they were in 1870; miners would cease to be slaves; corporation stores would disappear; the price of hard coal would be only one-half or two-thirds of present prices in eastern states; both producers and consumers would, in fact, be immensely benefited by such taxation. Not only could Pennsylvania meet all of her expenditures from the taxation of her mines (and thereby lighten the burden of taxation on her citizens), but her politics would be much less corrupt than now.

The same cause applied to other states would produce the same effect upon mines of iron, copper, lead, silver and gold ore, upon veins or deposits of salt, oil, gas, phosphate, borax and, in fact, upon all things produced from mines, forest or stream. Wherever it is possible to tax natural monopolies they should be taxed again upon speculative profits of holding them idle disappear. This tax on the opportunities to production is about the only tax that cannot be evaded. It would benefit all and injure none. It is the arch enemy of monopoly and the possible savior of mankind. It would be aided by the child laborer, the woman, the small farmer and the small manufacturer. It would benefit all and injure none. It is the arch enemy of monopoly and the possible savior of mankind. It would be aided by the child laborer, the woman, the small farmer and the small manufacturer.

There is no excuse for any man to appear in society with a grubby beard since the introduction of Buckingham's Dye, which colors natural brown or black.

Byron W. Holm
New York, April, 1896.

TOWNSHIP COMMITTEE.

A special meeting of the Township Committee was held on Monday night.

The Board of Health organized with the following officers: President, G. Lee Stout; Secretary, Wm. L. Johnson, salary \$100; Health Physician, Dr. C. H. Bailey, salary \$100; Health Inspector, W. W. Young, salary \$150.

Inspector Young complained of the bad condition of the gutter in front of A. R. Powers' saloon on Bloomfield Avenue. The Inspector was instructed to notify Mr. Powers to abate the nuisance.

The first business of the Committee was the appointment of an Engineer. Mr. Lawrence nominated A. H. Olmsted and he was elected. His compensation will be a per diem salary and 5 per cent of the cost of sewer construction, the same as last year.

Counsel Halfpenny said that he could find nothing in the law in regard to the salary of Assessors. The question of salary was laid over until the next meeting.

The request of the Rev. J. H. Ward for permission to lay a drain pipe from the house, No. 34 Willow Street, was granted.

The Bloomfield Base Ball Club requested the use of the water wagon and road scraper to put their grounds on Crown Street in good condition, which was granted.

The Constables' bonds were received, approved and filed.

A communication was received from Richard and Theodore Harvey requesting a share of the patronage of sewer connections to the street line, which work is now performed by E. D. Ackerman exclusively. Referred to the Sewer Committee.

The property owners on Myrtle Avenue sent a communication requesting that a portion of the \$500 appropriated for sidewalk grading in the Fourth District be spent on this street. Referred to the Sidewalk Committee.

The Consolidated Traction Company replied to the letter from Clerk Johnson in regard to sprinkling Bloomfield Avenue. Mr. Stout said that the Company were willing to do the work provided there was a four inch sprinkling hydrant located along the line. Referred to the Water Committee.

One bill was presented for payment and created considerable interest. It was a bill for expenses of Charles H. Halfpenny, George W. Little, Willard Richards, C. W. Powers and Morris B. Lindsey, who attended the Legislative sessions at Trenton to look after the interest of Bloomfield in the Borough controversy. The bill was paid. The amount, including telegraph and telephone messages, printing, etc., was \$1030.38.

Mr. Haskell introduced the ordinance of a franchise for the North Jersey Street Railway Company, which was read by the Clerk.

Mr. Powers made a motion that the question of granting a franchise be referred to a citizens' meeting to be held in Central Hall to-morrow night. This motion was adopted unanimously.

Hulsey M. Barrett, counsel for the North Jersey Railway, objected to a public meeting and said the Committee were competent to decide this question. The Company had waited patiently for over one year for this franchise and he would like to have a decision at once. One of the gentlemen who had opposed the granting of the franchise at the last meeting when a hearing was granted, was now in favor of giving the franchise.

Mr. Gilbert inquired of Chairman Stout if this was not an annual proceeding to refer a franchise to a citizens' meeting. Mr. Stout replied that it was.

Mr. Haskell said that representative tax-payers had spoken in for this franchise and they opposed the granting of any unless the North Jersey Company granted a five cent fare with the privilege of a transfer to any part of Newark. The public meeting will be held to-morrow night at 8 o'clock in Central Hall.

Mr. Gilbert called attention to the manner in which the employees of the Electric Light Company were cutting limbs from the trees.

Mr. Powers said that the mischief was done by one of the men who was intoxicated. The use of spurs in cutting the trees was prohibited.

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CYCLERS' COLUMN.

L. A. W. Items and Wheeling Gossip.

All communications for this column that are received by the Cycle Editor before Tuesday noon will receive prompt attention for current issues.

Cyclists wishing to join the League of American Wheelmen will find applications books at local council F. T. Camp's house, 306 187 Broad Street, the office of this paper, the Cycle's Club, the American house, and A. Lenthers' or's hotel.

April 24th—Total membership L. A. W. 36,554. New Jersey division, 2,370.

A cyclist with a child's four wheel knock-board attached to his wheel was one of the sights to be seen in the city.

President Sterling Elliott of the L. A. W. writes: "Our bicycle notes are very readable and most certainly have a beneficial effect in recruiting membership." Well, we hope it will strike others in the same way, so if the reader is not a member of the L. A. W. send to this office for an application blank and find out that it is a good thing to be a member of this stirring organization.

Any member of the New Jersey division, who has many cycling friends who have a little in them, and who are not yet members, can secure a high grade bicycle "The Orient" made by the Walham Manufacturing Company, by adding in the highest number of new applications from this date to the last of October, 1896. If you do not acquire the largest number of premiums which you will receive well repay you for your work. Then send the L. A. W. 25 cents for a bicycle.

Fifty women cyclists joined the L. A. W. April 24th out of the total of 1,171 new members. Remember, send your friends to join when you are securing recruits.

There are two kinds of people in this curious world's horse-podgy. In referring to bicyclists—those who ride and those who dodge—Judge.

The M. A. C. road race on May 30th will take place on the old course, the Irvington-Milburn, and the officials have been appointed.

In case a wheel is stolen from a member of this division, a notice giving a description of it and the number should be sent to Chief Council Robert Geddis, in order that the twenty-five dollar reward may be paid.

Sixty-two new members have joined the Hackensack wheelmen. This makes a total of 400 members. They should hurry up to get their new bikes.

Handsome and long banners for the use of cycle dealers and other interested in the L. A. W. can be secured of your Local Council, or send a postal request to Dr. Albert J. Wright, State representative, No. 4 Church Street, Montclair.

As soon as the L. A. W. Committee on local organization perfect their plans, it is hoped that a determined effort shall be made to organize clubs, especially in localities which are now without them.

It is acknowledged by the public that the bicycle is a factor of importance and the rider of the "silent steed" who for years was looked upon as a usurper of the public roads and highways, is beginning to gain respect from the good people. There have been made to understand that the bicycle and its rider possess the same privileges as the horse and wagon. After gaining this right to use the roads the wheelman went to work to improve them. Nothing is of more importance to the welfare of the community than the improvement of the roads. The bicycle has been a great boon to the nation. It is a "good roads" and the advancement, protection, rights and interests of all riders of the bicycle. The organization is divided into divisions and subdivisions, each having its corps of officers and every low and good standing. The motto of the organization is "Good roads and the advancement, protection, rights and interests of all riders of the bicycle." 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